/382 cont./

S 162 An examination of the suburban villages farthest from Thiès will give even lower figures.

S 162 563 Karamoko, located seven kilometers from the city, musters 106 inhabitants. Its ethnic composition is clearly different from that of the above None villages. Very great heterogeneity prevails there; it is made up of 30% Bambara, 30% Wassoulonké, and 25% Peul-Toucouleur. The Bambara and Wassoulonké form the ethnic base of the village, of which they were the creators. The other elements through the play of marriages have superimposed themselves on these groups.

W [563] /383/ Keur-Mamour, by contrast, has remained Wolof; only a few Peul shepherds have infiltrated into the village.

S 162 369 463 The distance from the urban center has considerably reduced the relations with Thiès. They have both remained rural: less than 10% of the economically active male population have non-agricultural work; more than 60% have remained wholly faithful to the land.

S W 369 463 317 At Keur-Mamour, although some elements were formerly employed in the escale itself, at the time of the inquiry only one-tenth were employed as laborers at the Péchiney phosphate quarries located in the vicinity of their village. (We have here an indirect effect of the urban presence: the opening of extra-urban yards offering extra-rural work to the neighboring villages.) As a consequence no worker was employed in the city itself.

S 369 Karamoko and Keur-Mamour thus present limited characteristics of the urban suburbs.

Keur-Issa-Bambara and Diakhaté, located in the vicinity of the escale (about one kilometer from the first outskirts), would have to form the type proper of the suburb.

S 369 563 162 W [563] The ethnic composition is essentially Wolof at Diakhaté, composite at Keur-Issa-Bambara. In this latter agglomeration the Bambara, the Peul, and the Toucouleur respectively account for 30% in the composition of the group. The remainder is made up of Wassoulonké, Wolof, Malinké, and Sarakolé. Consequently the heterogeneity seems to be greater there than

/85 cont./

443 while the housewife attends to her tasks, the oldest child makes the sale (12).

12. According to an economic investigation made by Mr. Mersadier in Thiès, the returns from these sales[1] do not exceed ten francs profit per day (Bulletin de l'I. F. A. N., July-Oct., 1955, series B, p. 411).

[434] [433]

Thus, the commerce in Thiès (and certainly in most of the cities of French West Africa) is diffused among all of the layers of the society and at the same time has adapted itself extremely well there. The branches of important commercial houses, which in the beginning were violently opposed to this diffusion not controlled directly by them, quickly understood all the benefits that they could draw from this new situation.

463 Paralleling this extension of commerce, the working class, to a more limited extent, has also taken on much greater importance. To the traditional artisans, potters, jewelers, and smiths have been added activities more modern in inspiration: photographers, clockmakers, repairers of phonographs, bicycles, or even trucks, and, in another category of enterprises, small restaurant keepers and /86/ proprietors of drink shops. Finally, the establishment of European artisans (hairdressers, pastry cooks, etc.) is a specific phenomenon of the social evolution in African cities since the last war, and Thiès is not escaping it.

[265] [275] [178]

2. Industry.

498 The industrial activity of Thiès gravitates principally around the repair shops of the Dakar-Niger (13). The

13. The two phosphate quarries opened by the Société Péchiney some 15 kilometers from the city (Pallo and Lam-Lam)

[317] [464] [162]

1 [ie, by "doorstep" merchants - ANALYST]

/86 cont./

498
[317]
[464]
[162]

hardly affect its economy because of the limited number of its workers (200 to 300) and above all the distance from the urban center.

concession of the Dakar-Niger located a short distance from the city would actually form the most important industrial center of French West Africa in terms of the number of its operatives (around 2,500 in 1952). It groups within its enclosure a series of the most diverse workshops: woodworking shop, sawmill, assembly shops for railroad cars, tinsmith shop, and even a foundry. Putting new Diesel tractors into service has brought about the recent creation of new shops where manifold improved machines operate. Power is taken from a high tension line of 30,000 volts coming from Dakar. The enterprise annually consumes 1,700,000 kilowatt-hours, that is to say, more than the total consumption of the city itself. The much smaller consumption of coke and of fuel oil used in the furnace and cupolas of the foundries should be added here.

[162]

[377]

The workshops of the Dakar-Niger present themselves in the form of an industry with vertical integration of an incomplete type. The distance from the mother country, the expenses and above all the slowness of shipments (principally during the last World War) have brought about the installation of an industrial complex that makes it possible to satisfy the greater part of the demands of the work required for the smooth functioning of the service. All the woodworking is carried out in the sawmill-carpentry section; the cars are assembled from imported chassis, wheels, and bogies. Most of the parts of the locomotives can be smelted in Thiès, except when it is a matter of special alloys. Certain elements demanding a machine-finishing precision of 1/100 of a millimeter for Diesel tractors have already been manufactured by the enterprise. Only the parts requiring very special techniques or machines for their manufacture, or whose